Aeronautics Technology

Feb. 26-27 ATAC Recommendations

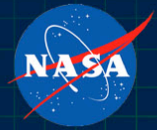# Response due at June 25-26 ATAC
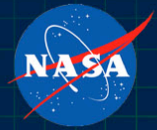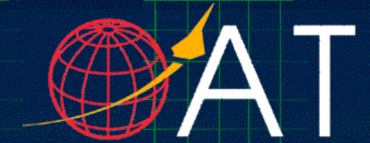
1. NASA should develop Level 1 requirements for the **National Aviation System** in conjunction with the FAA and have the subcommittee review and comment. (Jacobsen)
2. NASA should define its unique role for UAVs. It may be how they operate in National Airspace and/or how this technology applies to commercial aviation. (Wlezien)
3. NASA should focus on **"aviation" security**, not just airplane security, to help develop an integrated aviation security solution. (Finelli/Plentovich)
4. NASA should determine what it can do and consider a new technology program that would improve the quality, reduce the cycle time, and reduce the cost of software development and certification for commercial aircraft – especially General Aviation. (Hertz)
5. NASA should clarify what it is doing in the new **Aviation Safety & Security** with respect to commitments to or expectations of the FAA on products from the Safety Program. The Aviation subcommittee should review and report back at the next meeting (June). (Finelli)
6. The Aviation Subcommittee should review the SATS program goals and objectives for next meeting (June). (Jacobsen)
12. NASA should prepare roadmaps on how it coordinates and integrates it programs with the DoD to meet each other's objectives. [Having some overlap is better than gaps.] (Seidel)
13. NASA should review the **data protection philosophy** and process to insure it is consistent with today's competitive environment. [Dollars should be focused on improving the quality of life for U.S. taxpayers. Consider 3 categories: Open, No Foreign, and "non-disclosure"] (Hertz)
14. Each subcommittee should look at the relevant theme objectives and assess their appropriateness. (Hertz/Crow)
15. Each subcommittee should assess and comment about the new initiatives being considered by NASA for FY05. (Hertz/Crow)
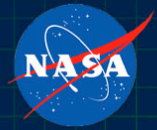
Recommendation #1

- NASA should develop Level 1 requirements for the *National Aviation System* in conjunction with the FAA and have the subcommittee review and comment.

Response [Jacobsen]:

- Level 1 NAS requirements are being developed as part of the newly-proposed Air Transportation System (ATS) Joint Program Office (JPO). This organizations may include the following government agencies: FAA, DoD, DHS, DoC, White Hose OSTP, and NASA. The AS Program is actively participating in the formation/planning of this organization and development of its Program Plan.
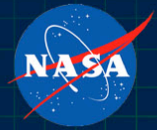
Recommendation #2

- NASA should define its unique role for UAVs. It may be how they operate in National Airspace and/or how this technology applies to commercial aviation.

Response [Wlezien]:

We concur with the recommendation. In collaboration with the FAA, DoD and industry, NASA's unique role is in developing technology that enables:

1) Operation of UAV's in the national airspace

2) Improved reliability and performance of UAV's for science and commercial applications

3) Autonomous operations and specialized capabilities for UAV's to perform science missions in other atmospheres

Recommendation #3

- NASA should focus on **_"aviation" security_**, not just airplane security, to help develop an integrated aviation security solution.
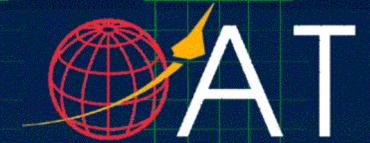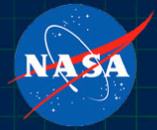
Response [Finelli/Plentovich]:
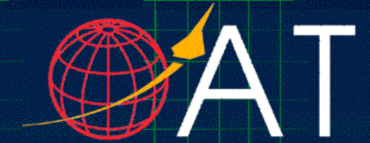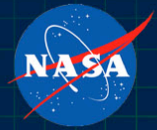
Recommendation #4

- NASA should determine what it can do and consider a new technology program that would improve the quality, reduce the cycle time, and reduce the cost of software development and certification for commercial aircraft – especially General Aviation.
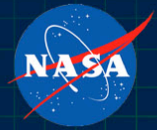
Response [Hertz]:

Recommendation #5

- NASA should clarify what it is doing in the new *Aviation Safety & Security* with respect to commitments to or expectations of the FAA on products from the Safety Program. The <u>Aviation subcommittee</u> should review and report back at the next meeting (June).

<u>Response [Finelli]:</u>
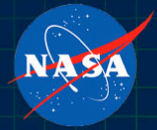
Recommendation #6

- The Aviation Subcommittee should review the SATS program goals and objectives for next meeting (June).

Response [Jacobsen]:

- This recommendation will be addressed in the SATS Response section of this briefing presentation.

Recommendation #12

- NASA should prepare roadmaps on how it coordinates and integrates it programs with the DoD to meet each other's objectives. [Having some overlap is better than gaps.]

Response [Seidel]:

Coordination between NASA and the DoD starts with communication through various venues such as ATAC, JACG, NASTC, TGIR, TTCP, and Future Technologies Workshops and culminates in working-level agreements resulting from visits and Partnership meetings.

NASA technology development projects and milestones are shown on the roadmaps of the DoD's Defense Technology Area Plans. The Fixed Wing Vehicles Program (FWVP), Integrated High Performance Turbine Engine Technology (IHPTET) Program, and the Rotary Wing Vehicles Program (RWVP) all have such roadmaps. The RWVP community recently participated prominently in NASA's Vehicle Systems Planning workshop, one output of which will be a roadmap for Runway-Independent Aircraft technologies.

Aeronautics Technology
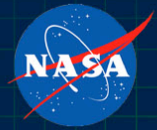
Recommendation #13

- NASA should review the **data protection philosophy** and process to insure it is consistent with today's competitive environment. [Dollars should be focused on improving the quality of life for U.S. taxpayers. Consider 3 categories: Open, No Foreign, and "non-disclosure"]
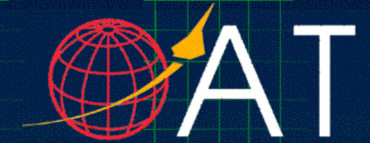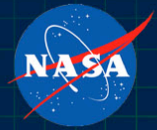
Response [Hertz]:
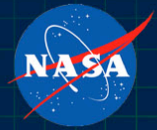
Recommendation #14

- Each <u>subcommittee</u> should look at the relevant theme objectives and assess their appropriateness.

<u>Response [Hertz/Crow]:</u>

Recommendation #15

- Each <u>subcommittee</u> should assess and comment about the new initiatives being considered by NASA for FY05.

<u>Response [Hertz/Crow]:</u>